

INTELOFAX 14 Approved: 2006/03/03 : CIA-RDP82-00457R010700260003-6 25X1
COUNTRY Germany (Soviet Zone) INFORMATION REPORT 25X1
TOPIC Stendal-Borstel Airfield

25X1	EVALUATION		PLACE OBTAINED		25X1
25X1	DATE OF CONTENT				
25X1	DATE OBTAINED		DATE PREPARED	1 February 1952	
REFERENCES					
PAGES 2 ENCLOSURES (NO. & TYPE)					
REMARKS					
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☐ 1. No flying was observed from Stendal during the period from 19 to 25 December. From 10 a.m. to 2 p.m. on 26 and 27 December, individual aircraft circled over the field with extended landing gears.

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2. On 28 December flying started after 11 a.m. At noon, 18 single-engine, low-wing monoplanes with radial engines were observed parked in a row at the southern edge of the field. Twelve of these aircraft had red propeller hubs.

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A radio truck fitted with an antenna about 6 meters long was parked behind these planes. Another 12 aircraft were seen in front of the hangars. A plane towing an air sleeve circled over the field in hazy weather. There was a low cloud ceiling. The plane stayed aloft for 70 minutes and was approached by three aircraft which fired short bursts at the air sleeve. At the same time, individual planes practiced diving north of the field. Flying discontinued at 3:30 p.m. The take-offs were made in an east-west direction.

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☐ 3. At 9:30 a.m. on 31 December flying began at the field. There was an 8/10 overcast, and the cloud ceiling was at an altitude of about 800 meters. The aircraft remained below the cloud ceiling. Three aircraft flew circles over Stendal. Between 10 a.m. and 12:30 p.m., 12 IL-10 planes were parked ready for take-off at the southern edge of the field.

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Two open trucks, three tank trucks and an ambulance were observed parked behind the 12 planes.

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Ten other aircraft were parked in front of the middle hangar at the northern edge of the installation. Little white flags placed in the middle of the landing field marked the take-off and landing points. Three red flags were also observed. A radio truck with an extended antenna was also seen. The take-off command was given from a truck with a flag. Flying personnel wearing black fur trousers, jackets and caps constantly left the airfield billets for the take-off point. Flights were made by some of the aircraft parked at the northern edge of the field.

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Only once was it observed that two planes took off and landed together. The planes circled over the field and most dived toward the hangars

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of the field at an angle of about 45 degrees from altitudes of 200 to 600 meters. Three times these dives were made by two planes, the second plane flying staggered to the rear of the first at a distance of about 50 meters. Flying was discontinued at 3:30 p.m. At 4:30 p.m., the aircraft and vehicles previously observed at the southern edge of the field were no longer there. The flags, which had marked the take-off and landing points, had also been removed. As usual, 10 to 12 aircraft were parked in front of the middle hangar the doors of which was open. Air force vehicles [] were observed entering the field. A detail of about 30 men who wore red-bordered black epaulets drilled with rifles, light machine guns and AT guns. *

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* [] Comment. From the data on the flying activities and the motor vehicle [] observed, it is believed that the field is occupied by a ground attack regiment which arrived from Schoenwalde on 2 October 1951. The regiment is confirmed in Stendal until 26 December 1951 by fuel shipments dispatched to [] the OATB of this regiment. Besides this regiment, an air reconnaissance regiment, which was last confirmed on 15 December, is also stationed at the field. Since both regiments are equipped with IL-10s, ground sources are not in a position to distinguish the two units. To date no fuel shipments have been dispatched to [] a ground unit of the reconnaissance regiment.

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